THE ANGRY RIVERS.

View of the Ruin Wrought Along Their Banks.

Immense Gorges Still Existing at Various Points.

SCENES ON THE SUSQUEHANNA

Greater Floods Apprehended Ere the Ice Dissolves.

PORT DEPOSIT AGAIN IN PERIL.

Miners Driven from the Coal Shafts by the Water.

Bridges To Be Speedily Rebuilt.

THE BLOCKADE OF THE RAILROADS

THE SUSQUEHANNA VALLEY. SENERAL VIEW OF THE DISASTERS PAST AND ANTICIPATED.

PITTSTON, Pa., March 18, 1875. The general press despatch sent from Scranton ast night, which asserted that West Pittston stood between two floods, is incorrect. The impression that such a calamity might occur probably arose from the fact that the position of the town threatens a catastrophe of such a nature. The river, which flows for many miles above West Pittston in a southeasterly course, turns almost abruptly as it approaches the northern part of the town, and runs in a curved line easterly a short distance, when it changes, and takes a due southerly course. This leaves the upper end of West Pittston open to the attacks of the floods as they are precipitated from the north. There are evidences that some the past a channel has made its way along the western end of the town at the base of the mountains, and it is thought that this was the original course of the river. When the ice became dammed on Tuesday night and forced the water back it was feared that the river would take its ancient channel, in the event of which the whole town must have been quickly submerged; but the ice gorge below here giving way saved us this awini calamity for the present and spared he finest town in the Wyoming Valley from destruction. A great deal of water was forced back by the dam into the course spoken of, and, as it subsequently receded, it left its precious trail behind in shapeless masses of ragged ice cakes, piled from ten to twenty feet

THE STRENGTH OF THE ICK may be formed when it becomes known that it varies in thickness from two to even four feet. Many of the blocks are clear as crystal and as u. The impelling force of a terrific flood-power hurling these slabs, which in many cases are dozens of feet square, against the banks

dozens of feet square, against the banks and other intervening objects can better be imagined than described. In one instance, at the imagined than described, in one instance, at the innerion the other night, a single cake, about six leet square and three feet thick, was nurvied by the lury of the waters over an fee embanament two feet signare, shivered it into a thousand pieces. This is given as an illustration of the awind force of the waters.

To-day it has been very clear, but cold. The sun shone from an unclouded sky, but its warmtn imade no impression upon the rocky ridges of the reads of the sunwhile of the peace of the inture. What is mortally dreaded, and with good cause, too, is the release of the incentification of west Pittston, the awind barricade may be observed. It to omes down across the fiver almost in a straight line, while at its base the pent waters bubble up in tremendous intry as they escape from below the anchored fee for a neight of ten, fifteen and even twenty feet above the surface. The imprisoned glaciers sparkle and jut out in lagged disorder for at least ten miles up the river. Giancing upward along the lofty mountain sopes, the eye is dazzled by the soften in the surface. inites up the river. Glancing upward along the lofty mountain slopes, the eye is dazzled by the scintillations of the continuous snow fields which still exist and which are terrible reminders of the fury which is locked in their rigid emorace. It is

A PICTURE OF WOE AND WARNING, and many a sad eye gazes upon it to-night, not knowing what the morning may bring of ruin and disaster. Behind this learning gorge the people are aware that others exist further upon the river. Is it any wonder, then, that the excitement is deep and terrible? There is no telling how often this heavy mass of ice, when it starts, may stop on its way and force each the waters. If it would only run out when it is once let loose there would not be so many apprehensions; but the circuitous course of the river below, the twists and turns it takes, the numberless small islands which cross it are formidable barriers, which besiege us and which are obstructions to a general outgoing of the broken iragments and the flood. There is scarcely a single residence within a quarter of a mile back from the river, and for at least a balf mile along its length, which is not the home of wealth and refinement. Art has done much to enhance the natural beauties of the locality, and anagmineen dwellings, built after the most improved movern styles, rise on all sides. It has been ascertained that in a lew instances very scrious damages have been done by the flood of Tuesday pignt. Handsoom estructures A PICTURE OF WOE AND WARNING. stances very serious damages have been done by the flood of Tuesday night. Handsome structures were greatly weakened, and it is thought that it will take but very little to annihilate them com-pletely. That this little will come is almost cer-tain. There appears to-night to be no prospect of apything eise

tain. There appears to-night to be no prospect of saything eige

MINES PLOODED.

There was a great deal of excitement to-day in town, caused by the announcement that several coal mines located near the junction were being flooded by the flow of back water. A subsequent examination proved this fact—that the "Rough and Ready" mine, owned by private individuals, was completely filled by the in-pouring of the water. It came from the Lackawanna River, the waters of which had been pushed back. The mines are rendered useless for some time, and when the work is begun it will take weeks to pump them out. The loss to the owners will, of course, be very heavy. What is known as the Twin Shait, another mine located near the "Rough and Ready." began to fill up also; but the strendous efforts of a gang of men succeeded in putting an embargo upon the destructive flood by the erection of a sainable dam. Many other mines in this locality have been sealed up, and it is thought will escape damage by the anticipated floods of the little of the directors of the New Bridge.

will escape damage by the anticipated floods of tase luture.

A meeting of the directors of the New Bridge Company was held to-day, and it was resolved that the work of rebuilding the handsome structure that was swept away on Thescap high shall begin as soon as the condition of the river will be mill be soon as the condition of the river will be mill. As was stated in a previous despatch, three spans of the flooded bridge ile intact about three miles below here. They are resting quietly in the ice gorge formed there, and lo-day a large number of mea went down to endeavor to save as much of the bridge as possible. As the girders are all instead together with iron bars champed on the opposite side of wooden beams with flanges which screw on, it is thought, by unscrewing flees danges, the whole structure can be removed piece by piece in a very short time. It is very coid to might, with a clear unclouded sky and the light of the moon floods the earth with a slivery radiance and stords a good opportunity to work through the night noors.

THE SITUATION AT WILEEBARRE-EINGSTON THREATENED WITH DESTRUCTION-A CEMETERY

TORN UP BY THE WATERS. WILKESBARRS, Pa., March 18, 1875. The river has been failing slowly this alter-noon, and is now nearly two feet lower than on Wednesday morning. There is no change in the ice in the main channel, and it is generally believed that it reaches to the bottom of the river. For some distance above the Island gorge, below the city and from that point to Plain Ville, & distance of five miles, the ice is jammed up in a solid mass. Several persons walked across the stream on it. At this place the depot of the Lenigh Valley Railspent twent dwelling homes

were nooced and a cow and a number of chickens drowned in a barn. Just below here the Pittston bridges are jammed up in the ice in the main channel. For some distance above this station, and nearly two miles below, the track of the railroad is covered with water and large cakes of ice. Nearly all the officials of the Lehigh Valley Railroad are now in this city, and a force of men has already been set to work in removing the ice. At Forty Fort, a little below and on the opposite side from Plainville, the ice is piled up very high and turns the water out of the channel. The water cut a way through the beautiful Forty Fort Cemetery and swept down, flooding the flats and rushed through the main streets of Kingston, filling cellars and drowning chickers, pigs and cattle. The citizens were badly frigatened. Boats were rowed through some of the principal streets. From Kingston to Wilkesbaire the distance is one mile, and the water spread across the flats between the two places in an incredibly short space of time. A barn was swept away which had stood the floods of many years, and no incress whatever are left. Huge boulders of ice were carried along with such lorce as to knock down and tear up great trees. All the telegraph poles on the flats are down, and communication in that way can only be had by way of Scranton. From the opposite end of the bridge at this place only a vast sea of ice can be seen until the eye reaches Kingston. A house close by has an ice boundary all around it, the cakes being piled against it as high as the tops of the first story windows. The street railway is covered with massive boulders of ice, which are heaped upon each other in some places to the beight of ten or fifteen feet. In this city the water has ceased ranning over the banks of the canal. cut a way through the beautiful Forty Fort Ceme-

The cold weather of last night froze the water in many cellars to the depth of several inches. The bridge, which has stood the floods of lorty-eight years, is in a damerous situation. A than will set the ice in motion, and if it does not carry off the structure the Pittston bridges will sweep down and destroy it. Fears are expressed by the residents of the Kingston side of the river that another rise of the water above would be stopped by the gorge and lorced through the channel already formed through the cemetery and sweep down upon Kingston. This would save Wilkesbarre further damage by allowing the ice to meit away gradually, but great damage would be done to Kingston and many larmers would be funed. The weather has not moderated any. A committee from the stockholders of the Wilkesbarre bridge drove to Pittston to-day and asked permission of the officers of the bridge companies there to destroy the bridges which were there to prevent their descent upon this one. The officers gave their consent, and preparations are how being made to burn the bridges at an early hour to-morrow morning. It will take ten days to clear the Lenigh Valley Railroad of ice should the water fall and there be no other rise. There are no mails north from here.

Mrs. Scott Siddons is reading in Music Hail, which is dimiy lighted by lamps and is without fire, the water in the basement having put out the fires. The cold weather of last night froze the water

FORCE OF THE WATER AT COLUMBIA.

COLUMBIA, Pa., March 18, 1875. The ice in the river commenced running here at half-past two this afternoon and is still running past in one continuous mass at this bour, eight P. M. It carried away the winding bridge of the Tidewater canal Company at Wrightsville, and moved one of the piers of the Columbia Bridge twenty-eight inches out of its place, rendering the twenty-eight inches out of its place, rendering the bridge impassable for trains. The ice and water have done considerable damage to the Fennsylvania Railroad tracks west of here, piling ice upon them and rendering the passage of trains impossible. It also swept down a great many telegraph poles, cutting off telegraphic communication with points between Columbia and Harrisburg. Considerable damage has been done to the Pennsylvania Canal Company's towing path, tearing it out, &c. Canal boats were washed on the tracks of the Pennsylvania Railroad at Marietta and remain there. The houses, intraces, &c., were all inundated at Chickies. The only losses reported are those of parties who had rafts carried off.

THE DANGER PASSING NEAR HARRISBURG. HARRISBURG, Pa., March 1, 1875.

has fallen eighteen inches. No danger is apprehended in this vicinity. The ice gorge at Watsontown has caused a heavy rise in the Susquehanna, and the water is within jour lee; of the flood mark of 1865. At Chickies the ice is gorged above and below. The water rose five feet in one hour, but is now falling slowly, without damage.

CONDITION OF THE RIVER AT HARRISBURG. HARRISBURG, Pa., March 18, 1875. The Susquehanna River rose four feet in twenty minutes here this morning, and attained a depth of sixteen leet above low water, when it rapidly receded. The Pennsylvania Railroad, between this city and High Spire, was covered with ice and water, trees, &c., for a distance of three or four miles. The obstructions have been removed; but between Bainsbridge, eighteen miles east of Harrisburg, and Columbia, for a distance of nine miles the track of the Columbia Division of the Pennsylvacia Railroad is covered with water from four to fifteen

so that the course of the river is not likely to be changed. Hooper is a small village, and stands up out of danger. Farms and roads are inundated considerably by back roads are inundated considerably by back water so as to prevent travel with teams, but the farm bouses are out of the water and are in no great danger. Close inspection of the gorge today shows that it is not more than three miles long and from one-eight to one-lourth of a mile wide, and is made up mostly of small cakes of ice. The ice loosened for a mile and a half below the gorge to the Union Village bridge last evening, but did not break up. Unioa Village is not in great danger. The present site of the gorge is in a nest of islands, all of which are completely covered as are nearly all of the bushes marking the river banks.

The water sets back a little at Binghamton, but the city is in no danger.

THE BREAKING UP AT SUNBURY.

SUNBURY, Pa., March 18, 1875. The ice gorge here broke at nine o'clock last night and went over the dam safely, before the great gorge between here and Danville came, which started soon after, bringing away with it several bridges and completely tearing away the public bridge between here and the Island, and knocking one span out of the other bridge from the Island to Northumberland. The railroad bridges are saie, naving been heavily loaded with coal cars. But for the prior starting of the ice at this place, before the gorge reached here from above, the town would have been completely flooded.

The ice in the West Branch is gorged from Watsontown to Milton and the water is spreading.

The ice in the West Branch is gorged from Wattontown to Milton, and the water is spreading over the farms below Watsontown, and from there down the leets not broken. The water at Watsontown is witchin four feet eleven inches of being as high as the great flood of 1865. Seinn's Grove bridge is all right thus far. The West Branch is rising there slowly, and is about ten feet above low water mark. The North Branch is still raining at Danville. The water was up to Mill street—the principal street—between the old Post Office and the Lackawanus and Bloomsburg Railroad. It was in all the store cellars and up to the window plast.

THE CONOWINGO BRIDGE THREATENED. CONOWINGO, Md., March 18-8 P. M. The river has risen ten feet in the last two hours. The bridge here will doubtless go.

PORT DEPOSIT AGAIN ENDANGERED

PORT DEPOSIT, Md., March 18, 1975. The river is rising rapidly here to-night and some anxiety is feit. Great quantities of back ice are coming down, and if it gorges below it will occasion trouble here. occasion trouble here.

9:20 P. M.—The river is still rising and immense quantities of ice and some timber are passing down. The rairond is covered in some places.

11 P. M.—The river has been rising rapidly all this evening. The depot is now almost surrounded and the telegraph office may have to be abandoned during the night.

The river is full of floating ice, running at the fate of awenty miles an hour. Should a gorge form at Havre, de Grace it will cause great destruction here.

A TELEGRAPH OPERATOR DROWNED OUT.

PHILADELPHIA, MARCH 19-1:45 A. M. The telegraph operator at Port Deposit lest his office in a boat at midnight, since then nothing has been heard from him. No further intelligence has been received from Havre de Grace, telegraphic communication being interrupted.

THE DELAWARE VALLEY. THE PATHWAY OF THE DELUGE AS IT APPEARS AFTER THE CALAMITY.

PORT JERVIS, N. Y., March 18, 1875. While it is impossible to get anything like a correct estimate of the individual losses oy the flood of resterday, a tour through the inundated district and an inspection of the innumerable houses that he in the midst of a son of broken ice will at

public calamity, still falls pecuniarily on moneyed orporations. The other damage is done to people, than what they have earned by their daily labor. whose social position is just beyond the boundary line of want; whose all-the accumulation of years of toil-was contained in the mean shanty or the more respectable frame dwelling. this fact that makes the situation so much more deplorable. There were, pe-lore the flood rendered hundreds homeless, over 200 pensioners on public bounty in this town. Their number will now be largely increased by recruits forced into the ranks by yesterday's deluge. It is well that the winter is about over, else this place would show such scenes of misery as seldom afflict the sight of any community. Everything is being done to render the lot of the nomeless and ruined laborer and mechanic as comfortable as possible.

INUNDATED PLATS. The sudden change in the weather has frozen the acres of water that still lie on the fists at and around Germantown to a thickness of two inches. The Eric Rahway flat, around which runs the circular switch on which stood the coal dumps that formed the barrier to the flood, saving a great part of the train, still contains twenty-live acres of water from three to five feet deep. A number of outhouses, some dead pigs and large quantities of stray furniture, stable fixtures, &c., are frozen in this small lake, and it is covered with men, women and children looking for lost articles and chopping them out of the ice when found. Others are gathering firewood from the drift, firm be lievers in the adage that "it's an ill wind that blows nobody any good."

I visited the flooded district this morning and entered some of the houses from which the inmates were driven. To reach Germantown it is necessary to climb over acres of ice piled up in every conceivable position over the avenues leading to the place. The flat over which the road to ing to the place. The flat over which the road to Germantown passes is buried beneath cakes of ice whose proportions raise them almost to the dignity of icebergs. Through this mass no path or passage lies. Crushed in this glacial mass, or carried far from their ioundations by its irresistible flood, are hundreds of humble dwellings. Some of these have escaped total destruction, but many of them are wrecks. Still their unfortunate owners are heaving the ice away from about them, in the hope that after they are once reached a slight outlay for repairs will make them again inhabitable. Ferry street, filver street, McAllister street and a number of others can scarcely be belound neath the covering of ice.

A WOMAN'S HEROISE.

street and a number of others can scarcely be befound neath the covering of ice.

The most deplorable case I met with in Germantown was that of Patrick Creighton and his family, Creighton was long an industrious employed of the Eric Railway Company, Eight months ago ne lost his leg in its service. Since then his wife and nine small children have had a severe struggle with want, as he has been unable to work. They lived in a story and a half frame house on the flats, one of the houses hearest the river. The coming of the flood was so sudden that it was sweeping over the flats before the people had hardly received the warning. Creighton's neighbors fled on every hand. Before one of the very lew articles that composed his household goods could be gathered up the great blocks of ice were battering against his house, and the lower end was knocked out and the water and ice began houring in. Mirs. Creighton seized her crippled husband and driving the children out at the iront door, started with him in her arms for safer quarters. She is a sight woman and he a heavy man. The flood was gaining on them, when they were seen by some of the heighours and aid was given them just in time to save their lives. They lost everything. I could but express to Airs. Creighton this morning my admiration for the bravery she displayed in saving her nelpless husband.

"O, sir, it was nothing, shure. But would you

"O, sir, it was nothing shure. But would you blave, sir, that whin Pat found the wather was upon us, he says to me, 'Pat me down, darlint, an' saye yersili.'"

save yersili."

INDIFFERENCE TO DANGER.

Among the houses carried from their foundations one, a small one, was pointed out, standing several feet from its original site. It was surrounded by large cakes of ice, and looked like anything but a habitable structure. An oid lady stood in the door, however, quietly smoking her pipe and viewing the prospect as it nothing strange had occurred.

"My good woman," I said, "have you no place to stay that you move back into your house so soon?"

"Move back, is it?" she exclaimed. "Divil a oit did I move out at all, me darlint."

This was a stunner; but further inquiry in the neighborhood proved that the old lady told toe truin. Just before the flood came Policeman Eiston went to her house and told her that she must get out.

"Git out, is it, ye spalpeen? Isn't this me own house, shure?"

and water, trees, &c., for a distance of three or four miles. The obstructions have been removed; but between Bainsbridge, eighteen miles east of Harrisburg, and Columbia, for a distance of nine miles the track of the Columbia Division of the Pennsylvania Raifroad is covered with water from four to fitteen feet deep.

Four or five houses and a number of stables, with nine canal boats, have been swept across the track.

The force of the flood dislodged an island opposite this city and carried it down the stream.

The ICE GORGE AT HOOPER.

BINGHAMION, N. Y., March 18, 1875.

The ice gorge at Hooper is settling and the water is gradually wearing channels underneath, so that the course of the river is not likely to linear and all the owingers and an unmber of outcomes income in eight feet of water and battered to pieces. The engine house carrier and battered to pieces. The engine and hose carriar crushed to pieces. The engine and hose carriar are crushed to pieces. The engine and hose carriare crushed to pieces. The engine of the restriction of the crushing its contraction.

The pile of runs, or which the engine house forms in that part of town.

In that part of town.

ASPECT OF PORT JERVIS.

The flooded district of Port Jervis, proper, presents a similar scene to that in Germantown. King street, Thompson street and Brown street are still deep with water, which is irozen over, lurmishing the only means of getting about in that section. An icy line running around the ouldings from four to six feet from the ground, marks where the water was yesterday. In some parts of this district, which is most occopied up the following the street of the street of the section of the street of the s

they had just passed over covered ten feet deep with huge cakes. The monster wave, of whose approach they had been warned by the colored boy, had overtaken the less threatening flood, and from its outer edge hundreds of tons of lee had toppled over into the road and lay like the ruins of some gigantic marble edifice.

The road still lay along the river bank, and the danger to those in the sleigh was still great. For a long distance the flow kept abreast of them, still filling up the road behind them with ice, and at times almost crashing upon the sleigh. About an eighth of a mile above dermantown the river leaves the road, following around a small plateau and bearing to the right. On this plat of low ground there are several buildings, among them, near the lower end, the elegant residence of Mr. Wade Buckley. When Bucanan had urged his horse to the point where the river bears off he thought they had escaped all danger, and brought his horses to a trot. The ponderous mass of ice moved on with the course of the river, and was passing around the curve when a dam occurred below, and it stopped. In a very lew seconds, however, the flood started anew in a channel it made as it went across the flat, directly toward a point in the road on the lower side of Mr. Buckley's house. The distance to the point from the sleigh was about equal with that to be traversed by the flood. Not a second was to be lost, and again the horses were urged to their utmost speed to reach, if possible, the objective point in advance of the ice. The people living in the houses near the scene of the race for like or death shouled for the driver to stop, while others cried out to lim to 'Hurry up, for God's sake?' Mr. Buckley waived them back, and shouled to them not to take the chance; but Buchanan kept on, and crossed the point like the wind—not two seconds before the surging wall of ice swept over the foad, and on in its destructive course over the flats. So intense had been the strain on the nerves of the flying party that, when it was known t

very midst of the destruction going on around them.

INCIDENTS AT THE RAILWAY BRIDGE.

Just before the railroad bridge was carried away, an engine on which was Benjamin Thomas, superintendent of the Delaware division, Engineer J. Van Wormer and Conductor (6w, and William Morris, engineer, started to cross it. They were near the Pennsylvania side when the fee was seen to Start and raise up rapidly beneath the bridge. The bridge itself began to sway and tremble, and the order was given to return to the New York side. The engineer was obliged to run very slowly, to cause as little jar as possible. Before they reached this side the bridge was raised from its piers, but was not carried away for about live minutes after the engine was off it. At this time the coal trains were about due at the bridge, and as nothing was known of its condition west, the situation was alarming. Robert Frampton, superhiendent of bridges on the Delaware division, volunteered to cross the bridge and nothly the watchman on the track above. He reached the middle pier, the bridge rising from its foundations steadily, when the two spans ahead of him parted from the Pennsylvania abutment and commenced swinging down stream. Further progress was impossible, and he was obliged to renim parted from the Pennsylvania abutment and commenced swinging down stream. Further progress was impossible, and he was obliged to re-trace his steps. Just then the watchman ap-peared in sight, and, signaling him to run back with a flag, he started for this end of the bridge, which he reached just in time, as the structure did not stand a moment after he stepped off it.

CONDITION OF THE STREAMS NEAR PHILADEL-PHIA.

PHILADELPHIA, Pa., March 18, 1875. The Delaware opposite this city is clear of float-

The Schuylkill is now quite free from ice, except at Peter's Island and at a few points above that island along the banks. The river has risen conisland along the banks. The river has risen considerably by the sudden influx of waters from the nils and minor streams caused by the rain and meiting snow, and at Manayunk fears were entertained that the flood might cause another suspension of business. All danger of this, however, is believed to have passed. Yesterday alternoon some sarge cakes of ice which had been detached from the gorge at Phonixville came down, but were so rotten as to break easily as soon as they encountered any obstacle.

> THE HUDSON FALLING. ALBANY, N. Y., March 18, 1875.

A change in the temperature here has stopped the flow of water into the river, and the flood in the latter has fallen about twenty inches.

THE CITY'S WATER SUPPLY.

AN ICE GORGE IN CROTON LAKE-APPREHEN-

SIONS FOR THE SAFETY OF THE DAM. Owing to the unusually large accumulation of ice in the Croton Lake and its tributaries serious apprehensions for the salety of the dam have for some days past been felt by many living in its vicinity. That these lears have been entertained, to some extent at least, by the Croton Aqueduct Board may reasonably be interred from the circumstance that one of the assistant engineers made a flying visit to the lake a day or two since made a flying visit to the lake a day or two since for the purpose of examining the situation, and, donotices, also of impressing on the mind of the newly appointed superintendent the necessity of extra vigitance during the continuance of the present somewhat precarious condidition of affairs regarding the fount on which New York city depends for its supply of water. The immense quantities of ice in the lake and surrounding streams have until the present cold spell set in been gradually disappearing, and it is to be earnestly hoped that a continuation of moderate weather will tend to dispel the apprehensions indicated. It is asserted, however, by farmers and others living in the neighborhood of Croton Lake that, should a heavy rain storm set in, the freshet that must inevitably follow would, in all probability, be the means of carrying away the dam through the firesistible force of the ice that would be driven against it. Should such a disastrons event occur the destruction of property between the lake and the destruction of property between the lake and the point where it emptles itself into the Hudson liver, near Sing Sing, would probably be great, while the calamity it would entail on the people of the metropolis, by almost wholly cutting off their supply of water for perhaps twelve mouths, can scarcely be imagined, much less described.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF MARCH AND APRIL Steamer. | Sails. | Destination. | Office.

	_	-		
Ville ue l'aris	Mich	20.	Havre	55 Broadway
England	M'ch	20.	Liverpool.	69 Broadway
City of Montreal.	M'ch	20.	Liverpoot.	15 Broad way
L'epublic	M'ch	20.	Liverpool.	19Broad way.
Victoria	M'ch	20.	Giasgow	7 Bowling Green
Hermann	M'ch	20.	Bremen	2 Bownny Green
Herger	M'eh	23	Hampurg.	IIIS Broadway.
ADVSSIDIR	M'ch	24.	Liverpoot.	4 Bowling Green
Canada	Meh	14.	condon	69 Broad way.
State of Georgia	Meh	24.	Giasgow	72 Broadway
Hoisatia	M'ch	25.	damburg	61 Broadway.
Spain	M'ch	27.	Laverpool_	59 Broadway.
City of Chester	M'ch	27.	Liverpoot	15 Broadway
Castalia	M'ch	27.	Glasgow	7 Bowling Green
Ichem	Meh	27.	Bremen	Bowling Green
Wisconsid	Mon	30.	Livernooi.	IN Broad way.
Parthia	Meh	51.	Liverpool	4 Bowling Green
Cimbria	April	1.	Hamoure.	61 Broadway
P Caland	April	1.	Kotterdam	50 Broad way.
Fgvot	April	8.	Inverpool.	69 Broadway.
Acriatic	April	3.	Liverpool.	19 Broadway
City of Brooklyn.	April	3.	Liverpool	15 Broadway.
Utopta	April		Glasgow	7 Bowling Green
L'amerique	April	3.	Havre	55 Broad way.
Klonstock	April		bamburg	113 Broadway
Algeria	April	7.	Liverpool	Bowling Green
Westphana	April	8.	Hamourg	61 Broadway.
Ceitic	April	10.	Liverpool-	19 Broad way
The Queen		10.	Liverpool	69 Broad way.
Bolivia		10.	Glasgow	7 Bowing Green
Mass			Kotterdam	50 Broad way.
Bartle	April	17.	Liverpoot.	19 Broadway.

ALMANAC FOR NEW YORK-THIS DAY.

PORT OF NEW YORK, MARCH 18, 1875.

CLEARED.

Steamer Bifrost (Swe). Wittergren, Cork for orders— Funch, Edye & Co.
Steamer Stiesia (Ger), Hebeck, Hamburg—Kunhardt & Co.
Steamer City of New York, Timmerman, Havana, &c.—F Alexandre & Sons.
Steamer Leo, Daniels, Fernandina via Port Royal. Steamer Leo, Daniels, Fernandina via Fortoly, H. Gelpeke.
Steamer Isaac Bell, Lawrence, Nortolk, City Point and Richmond-Old Dominino Steamer in Manager of W. Garrett, Hicks, Battimore—W Dalzell, Steamer J W. Garrett, Hicks, Battimore—W Dalzell, Steamer Francoina, Rrage, Pornami—J F Ames, Steamer (Saucies, Bearre, deston—H F Dimock, Ship Britanula (Nor), Gronwoldt, Hamburg—Funoh,

Ship Britanula (Nor), Grouwsia, Edye & Co. Bark Harriet (Br), Hill, Bristol, E-Bowring & Archibaid. Hark PC Warwick (Br), Kline. Rio Janeiro-Pender-gast Hros & Co. sat Bros & Co. Bark Lalla (Br), Cunningham, Jacmel A Nones & Co. Brig Belle (Br), Mulcahy, Lisbon-Bowring & Archibald.

Brig Nellie Gay. Read, Rio Grande do Sul—George W Brown.
Brig Torrid Zone (Br). Cooper, Port au Prince-R Murray, Jr. H Curtis, Merriman, Cardenas-Brett, Son & Co. Schr John R Merrill, Fournier, Ponce, PR-Ablei Aboct:
Schr M E Mangum, Zeluff, Aux Cayes—R Murray, Jr.
Schr M Dalling, Uslling, Sagua—Brett, Son & Co.
Schr Charles Platt, Snarp, Savannah—Brett, Son &

Co. Bohr R J Carleton, Butler, Brunswick, Gs-Parsons & bohr E Delaney, Reeve, Providence—Rackett & Bro. ARRIVALS.

REPORTED BY THE HERALD STEAM TACHTS AND HERALD WRITEGOOMS TELEGRAPH LINE. REPORTED BY THE HERALD STRAM TACHES AND
HERALD WHITESTONE TELEGRAPH LINE.

U.S. sloop-of-war Powhatan Jawatt, from the Mediterfanead, via St Thomas March I. Swomer Green Units, Curila, Havena March Is, with bloamer Green Units, Curila, Havena March Is, with made and it satisfacts to war Polyse & Go.

Herald Property Company Company

and passengers to the Old Dominion Steamship Co.
Frig Martiniquaise (Fr), Mangere, St Pierre, Mart, 14
days, with sugar to D Trowbridge & Son.
Schr Freddie C Ebbett of St John, NB), Veal, Messina
de days, with fruit to Barring Bros & Co. vessel to Heney
& Parker, Passed Gibraltar Feb 5; took the middle passuge and had heavy W and NW gales; lost and split
sults; March 12, lat 35, lon 6749, spoke brig Atlas, from
Paiermo for Philadelphia, 34 days out.
Schr Elizabeth M Buchler of Philadelphia, Malloy,
Caibarlers S days, with sugar and molasses to Commercial Warehouse Co; vessel to master, March 15 had a
heavy gale, veering to SW; lost deckload of 35 hhds of

Sehr Geo P Hallock, Sharrott, Richmond, Sehr P A Saunders, Smith, Nortolk, with lumber to

Sehr Geo P Hallock, Sharrott, Richmond, Sehr P A Samalers, Smith, Norfolk, with fumber to Dverton & Hawkins.
Sehr T Harris Kirk, Cavulier, Virginia.
Sehr J G Wright, Seuli Virginia.
Sehr Getrude, Summers, Virginia.
Sehr Royal Arel, Megathlio, Haltimore.
Sehr Royal Arel, Megathlio, Haltimore.
Sehr A C I vons, Jeffries, Baltimore.
Sehr Helen Hasbrouck, Beanett, Baltimore.
Sehr Helen Hasbrouck, Beanett, Baltimore.
Sehr B W Eobinson, Waples, Philadelphia for Provilence.

PASSED THROUGH HELL GATZ.

BOUND SOUTH. Steamer Galatea, Walden, Providence for New York with mose and passengers.
Schr Sarah R Smith, Gridin, Grand Menan for New York, 13 days, with fish to Jea Frye & Co.
Schr Electric Flash, Vincent, Gloucester for New York, with fish to order.
Schr Ellen Worrison. Dodge, Providence for New York. BOUND EAST.

Steamer Glaucus, Bearse, New York for Boston Schr Samuel P Godwin, Waterbury, New York for Stamtord. Schr J D Marston (Br), Bell, New York for Yarmouth, Schr Light Boat, Wood, Hoboken for Rockland Schr D W Vaughau, Parker, Hoboken for Boston.

SAILED.

SALIED,

Sieamers Silesia (Ger), for Hamburg; Lidador (Br), Rio Janeiro; City of New York, Havana; Leo, Fernandina and Port Royal, Richmond, Bainmore; Albemarle, Lewes, Del; ships Agra (Ger), Bremen; Magdalerie, Lewes, Del; ships Agra (Ger), Bremen; Magdalerie, Ger), do; Edith Warren (Br), Liverpool; barks Juan F Pearson (Br), Vaiparaiso; Ida P (Ital), Glasgow; Eldra (Br), Bristol; Langen (Nor), Stockholm, L. Y. N. (*p), Santander; Rocket, Curacoa; Amor, Bremen; Farewill (Ger), Galway; bries Miriam (Br), St John, NB; Balear, Jacmel and Montego Bay; Mary Fisk, Corunna and Cadiz; La Cavenne (Br), St Pierre; Magenta, Sagna la Grande; R B Gove, Maltanzas; Mattle R Russell, Cardenas; E B Rich, Caibarien; schrs Marcia Revnoids, Porto Cabello and Lagusyra; A F Whitney, Cardenas; Hortocket, J Oliver (Br), St Thomas; Highfiver (Br), St Johns, NF; Kate Wentworth, St Thomas; Nellie Shaw, Kingston, Ja; Rebecca J Evans, Baracoa.

OUR MARINE CORRESPONDENCE.

NEWPORT, RI, March 18, 1875.
Schr Wm S Farwell, of Rockland, from Newcastle,
Del. with a cargo of 5000 bushels of corn for Providence, arrived here this noon. Before she could get her salls down or anchors overboard, the wind blowing very heavily, she went ashore at Fort Greene, upper harbor, Wreekers were promptly on hand, and succeeded in getting her affoat this evening without damage. It has blown a heavy northwest gale here for the past twenty-four hours, and a large fleet of vessels have put

in for a harbor. Schr Dictator, Hammond, from Providence for Virginia, was obliged to return, having carried away main

ancet.
There were a hundred sail of vessels in Dutch island
Marbor this afternoon, having put in during the gale.
An unknown schooner, in ballast, is reported ashore
on Nayatt Point, Providence River, but will come off, it
is presumed, at high water, without assistance.

MARITIME MISCELLANY.

STRANGE VIGOISTS, at Charleston 15th from Philadelphia, reports:—Ith inst, at 5:20 Pm, Winter Quarter Lightship bearing 58W. 6 miles distant, passed the wreck of the port quarier of a vessel; apparently been in collision; could see no name. Friday, 2th off Body Island, passed a quantity of shipjoiner's work, painted write and bine.

Surp Lydia, which cleared 15th inst at Savannah, took probably the largest cargo for her tonnage ever carried by any ship. The Lydia is 1200 tons register, and car-ries 4633 hales of cotton, weighing 2,202,341 lbs. Fies 4600 bales of cotton, weighing 2,202,241 lbs.

Bark Mark Killam, 421 tons, of Yarmouth, NS, has been sold to parties in Bremen.

Bark UNA Weaver, from Calcutta Oct 14 for San Francisco, before reported lost, was probably so reported from the fact that the Calcutta pilot never returned. The U had not arrived at San Francisco March 15, being considerably overdue.

Brids Ankilla Enka, hence for Porto Rico, and Gladiateraur 667, for Rio Grande, while being towed to sea on the 17th, PM, came in collision, when off Governor's Island, on account of the hawser of the Gladiateur parting, and both vessels sustained slight damage to rigging, and returned for repairs.

Sche Marcia Reknolds, bence for Laguages, while

and returned for repairs.

SCHE MARCIA EKYNOLDS, bence for Laguayra, while soing to sea 17th, found German brig Biltz, Ging, of Bedioc's Island; the brig had flying libboom and headger carried away; the schooner was obliged to cut away mizzen stays and other ragging, and sustained some other slight damage.

Some Matthew Vassar, Jr. was towed to New Bedford 16th inst from New London for repairs. She leaks but hitte, and the reports in relation to be being bliged and losing part of stern are falss. Her bottom is probably somewhat chared, and foretoot knocked off.

HALIFAR, March IB—Steamer Geo Shattuck, for the safety of which fears were entertained, arrived to-day from 5t Pierre. Me. She reports:—Left 8t Pierre on the 2d inst; was jaumed in the fee 14 days; sustained no serious damaze; saw a bark and a brig, supposed to be French, in the fee, bound into 5t Pierre.

Norrolk March 17—A schooner, with her mainmast gone, is reported sunk 10 miles south of Cape Henry.

.\$2.125 for the job.

New Lowdow, March 18—Steamer Bolivar, hence for New York this morning, was obliged to return, owing to heavy westerly gaies.

Brig Firza (Br) still remains on the marine railway, repairing keel, where her lear was found.

Saw Francisco, March 18—The Pacific Mail steamer Constitution, for Panama, was to have sailed yesterday, but grounded at the whart.

NOTICE TO MARINERS.

THERD DISTRICT. TO SPEINSVILLE NY. MARCH IS, 1875.
The lightship stationed at stratford Shoat broke from her moorings on the 12th inst. She will be returned to her station as soon as the ice will permit.
The buoy, which is also gone, will be replaced, probably within 24 hours.
STEPHEN D TRENCHARD, Commodore, USN,
Lighthouse Inspector, Third District.

WHALEMEN.

Cleared at San Francisco March 17, bark Illinois, Fra-ser, of NB, to cruise. A caple despatch received in New London from Per-namunos reports the soft Franklin at that place with 120) skins and 200 bbls oil. All well.

SPOKEN. Brig Queen of the West (Br., from Clenfuegos for Boston, and brig Empress (Br., from West Indies (latter ordered to Hailfax). March 17 (by Boston pilot boat).

NOTICE TO MERCHANTS AND CAPTAINS. Merchants, shipping agents and ship captains are

informed that by telegrapaing to the HERALD London Bureau, No 46 Fleet street, the arrivals at and departures from European ports, and other ports abroad, of tree of charge and published.

Persons desirous of communicating with vessels arriving at New York can do so by addressing to such vessels, care of Heanth news yachts, pier No.1 East River, New York. Letters received from all parts of the world and promptly delivered. Duplicates are required.

OUR CABLE SHIPPING NEWS. ANTWERP, March 17-Sailed, ship Jatrus B Lincoln.

Insans, Callao.

BREMERUAVEN, March 15--Arrived, brig Trenmore (Nor), Oisen, Gaiveston, Bondzaux, March 17—Sailed, ship Nathaniel (Nor), Ja-

Cobsen. New York.

BONDAY, March 17-Saited, ship Chandos, Ross, Havre. DUNCENESS, March 16-Off, bark Gessner (Ger), Christoffers, from Baltimore for Bramen.
GLASGOW, March 17-Arrived, ship Pomona (Br), Hamliton, Portland, Me. Havnz, Narch 15-Arrived, steamer France (Fr). Tru-

delle, New York. Livenroot, March 17-Arrived, steamer Halley (Br), Cross, New York; ship W J Hatfield (Br), Tooker, Phila-

Sailed 17th, ship Superior (Nor), Helgesen, Philadelphia; barks Emilie (Rus). Underborg, Penancola (not sailed 9th); Franklyn Swe), Oberg, do (not sailed 19th). Cleared 17th, ship Otago (Br), Gullison, United States; barks Pomona (Nor), Molier, Philadelphia; Vibilia (Br), Coffin, Cienfuegos; orig Cora (Br), Henderson, United States; schr Sophia Kranz, Dyer, Baltimore. Lownon, March 18-Sailed, wark Regia (Nor), Larsen,

United States.

Arrived at Gravesend 18th, bark Serain (Sp), Colta, New Orleans (see below). LEGEORN-Smiled, bark Papting (Ital), Perrigini, New

Moviler, March 18-Arrived, steamer Elysis (Br). Campbell, New York for Glasrow.
PLYMOUTH March 17-Salled, bark Diana (Nor), Roth. United States.

OURSESSTOWN, March 18-Arrived, bark Clara. Nickels

Portland, O. Scitt, March 17-Off, bark Ada (Br), Roach, from Baltumore for Rotterdam.
Suislus, March 17-Satted, bark Tri Braata (Aus), Me-

danich, New York.

Warknrond, March 17-Arrived, bark Maria (Rus).

Neuman, Baltimore via Queenstown. Sailed from ---, bark Jestinalente (Nor). United States; brig John D Tupper (Br., Faster (from Seville

Aspinwall, March 18—Arrived, steamer Colon. Fanner, New York.

Clandrans, March 17—Arrived, schr Telumah, Foster, Saltimore.

Satisfier.

Satisfier. Sailed 14th, schr Nellie Chase, Norton, Philadelphia. HAVANA, March 17-Arrived, brig Agnes Barto Knight, Baltimore,
Salled 17th, senr Ellen Tobin, Burnett, north of Hateras: 18th, steamers Juniata, Catharine, Philadelphia: W
P Clyde, Livingstone, New Orleans: Austin, Indianola
barks Ormus, Shackford, north of Hatteras; Sagaena, barks Ormus, Shackford, north of Hatteras; Sagaenay (Br), Sagua.
HALITAL, March 18—Arrived, brig Eva (Br), McDoagal, New York,
Salicel 18th, brigs Thalia (Br), Jamaica; Ellie E Butler (Br, do.
Also salied, steamer Lady Head, for Sable Island,
MAURITUS, March 1—Salled, bark Charles L Pearson,
Swain, Calcuita.
MATANZAS, March 16—Salled, schr Lahatna, Houghton,
Philadelphia. Matanzas, March 16—Salled, schr Lahatna, Houghton, Philadelphia.

St Thomas, Feb 26—Arrived, bark Wahsatch (Br.) Graham, Pernambuce (and sailed March 3 for Cuba). March 1, steamer South America, Tinklepaugh, New York (and sailed for Brazil): 2d, schr Kate Grant, Holt, Antigua; 2d, bark Lallah Rookh (Br.) Dakin, Hayre.

Salled Feb 18, bries Citizen (Br.), Thurber, Ponce and St John, NB: 22d, Kingston (Br.), Veale, Jamaica: Pricilla May (Br.) Gow, Humacoa and north of Hatteras; R E (Br.), Winters, and Gold Stream (Br.), Cann, Arroyo and (c) 23th, Mance Lent (Br.), Betor, Fajarco and do: Marci S. Jean d'Arc (Fr.), Ferrier (from Algos Bay, having repaired). Boston.

St John, NB. March 14—Arrived, schr J B Marshah, Marshahl, Darlen, Gs.

Arrived 18th, schrs A B Baxter (Br.), Philadelphia; J W Dian, do. Arrived 18th, schrs a Bastel (mind of the Morning, Tantri, Feb 23—Arrived, ship Herald of the Morning, McLaughlin, San Francisco.

Victoria, VI. March 12—Sailed, ship Blue Jacket, Percival, Methourne; 14th, bark Pady Lampson (Br.), Gaudin, London.

FOREIGN PORTS.

AMERICAN PORTS.

BOSTON, March 18-Arrived, US steamer Gettysburg, McRitchie, Washington steamer Neptune, Berry, New York; sehr Blink Bonnie (Br), Swam, Cleafuegos, Cleared-Ship Castine, Avery, Batavia; barks Kata Williams, Hale, Western Islands; Cataipa, Richinond, New Bedford; brig Nebo (Br), Macomber, Portan Prince; schra Two Sisters (Br), Thomas do: Hiawatha, Tobin, Baracon; Addie Blaisdell, Bater, Baltimore, Below-chr Eben *18her, from Clentuegos.

Satled-Ship Western Chief; brigs Berthu, Arthur, and Edith.

Steamer George Cromwell, from New York for Portland, passed Highland Light, Cape Cod, at 2:30 PM, today,
BALTIMORE, March 17—Cleared, brig Chesapeake
(Br), Wilson, Demerara.
18th—Arrived, steamers D J Folos, Portland Code, 18th—Arrived, 18th—Arrived, steamers D J Folos, Portland Code, 18th—Arrived, 18th—Arrived, steamers D J Folos, Portland Code, 18th—Arrived, 18th—Arriv (Br). Wilson, Demerara.

18th-Arrived, steamers D J Foley, Price, Wilminston, NC; George W Elder, Reed, New York; Wm Woodward, Young, do; ship Sirius (Ger., Moller, Bremen: barks Aquidneck, Raffle, Kio, Campanlero (Br), Walker, Elo; Montreat (Br), Osailleef, Liverpool; Jason (Ger), Grimm, Antwerp; Angar (Nor., Grandeson, Ilano (Ital), Cacace, Dastellamater B F Keeling, Roblisson, Aroelbo, PR; Sunny South, Derrickson, New

Robinson, Arocibo, PR; Sunny South, Derrickson, New Orleans.
Cleared—Steamers Calvert, Foley Charleston: McCleikan, March, Providence: Josephine Thomson, Moore, New York; bark Flori M inhiert Dudley, Cork or Falmouth; schrs N B Fisk, Crowell, Boston; Almaretta, Merrili, New Haven.

Salled—Steamer Rita (Sp), Liverpool; barks Frank (Nor.) Tralee: Jane Wright (Br), Londonderry: brigs D C Chapman, West Indies: Chattanooga and Clara and Agnes (Br), Ponce: Schr Sam Weller (Br), Barbados, BATH, March 15—In port schr Bessie E Dickinson, Drekinson, for Wilmington, NC,

BRISTOL, March 16—Salled, sloop Fred Brown, Wilson, New York.

17th—Salled, schr John L Tracey, Messervey, Baltimore.

17th—Salied, schr John L Tracey, Messervey, Baltimore.

OHARLESTON, March 17—Salied, steumer Virginia, Hunter, Philadelphia.

18th—Cleared, barks Margarethn (Ger), Ramion, Liverpool: Polar (Sp.), Pallisser, Pensacola.

Arrived—Steamers Flag. Locawood, Boston; Equator, Hinckley, Philadelohia; schr L M Collins, Rich, do. Nalled—Bark J T Smith (Br., Morris, Boston. Also salied—Bark Folar, FORTRESS MONROE, March 18—Passed in for Baltimore, bark Mustang (Nort, Burkeland, from Liverpool, Passed in for Norfolk—Schri II P Simmons and Anthes Oddrey.

Passed out—Brig C C Robinson, from Baltimore for Cardenas.

Salied—Arig Homely (Br.), Morett (from Rio Janeiro), New York, and Bark Paris Private Bird, from Norfolk Nailed—Brig Homely (Br), Noret item Noriolk New York.

New York.

In Hampton Roads—Bark Fricate Bird, from Noriolk for Liverpool; schrs Czar, from Baltimore for Richmond; Metville, from City Point for Baltimore; J. svirs, from Philadesphia for Richmond; Kate & Lula, do do; Witch Hazel, from Florida for Portsmouth.

FALL, RIVEE, March 16—sailed, schrs Theodore Dean, Philips, Baltimore; John Stroup, Philadelphia; Helen Philips, Baitimore: John Stroup, Philadelphia; Heler E Russell, New York. GALVESTON, March 13—Arrived, schr Vernal, Pensa cole. 17th-Arrived, schr Geo Sealey, McDonald, Havana, is ballast. KEY WEST, March 8-Arrived, schr Annie Lee, Look

KEY WEST, March 8-Arrived, schr Annie Lee, Look
New York.
16th-Arrived, steamer City of Austin, Eidridge, Gas
reston for New York (and proceeded 17th).
16th-Arrived, Sarch 13-Sailed, schrs Virginis, Ross, and
Fanny Flint, Warren, Si John, Ne; 14th. Emma E Smailey,
McFadden, do-all to load lumber for Fort au
Frince.
MCBILE, March 18-Arrived, schr Chas M Newins, Rgland, Bremen.
Cleared-Schr Moses Williamson, Lake, Boston.
NEW ORLEANS, March 13-Cleared, barks Sheffield
(Er), Lithgow, Liverpool: bark Runebarg (Nor), Frederickson, Cronstadt; schrs Eugenia, Ferrer, Fort au
Frince: J G Graig, Woodbury, Savanna-la-Mar.
17th-Cleared, steamers State of Alabama (Br), Flint,
and Consett (Br), Hodgson, Liverpool (not as mirprinted).

and Consett (Br). Hodgson, Liverpool (not as mip-printed).

Arrived 17th, ships Colden Rule, Hall, and L. B. Gin-christ, Emerson, Liverpool; Calcutta (Br), Tyrell, Glas-gow's barks Due Fratelli (Ital), Messina, Palermo; Ges. to's. Carbarien: Scotland, Rogers, Boston; schrs Giler B. Robinson, Gray, Kuatan; Jenne Wood, Utilia; Manod-nock, Baker, Junaica.

18th—Cleared, ship Sansparell (Br), Purdy, Liverpool, Passes, March 18—arrived, ships Recthoven (Br), Smith, Bremen; City of Boston, Crosby, Boston; bark Aimira, Tarbox, Liverpool; schr Old Chad, Reed, Boa-seca. Seca.

Also arrived, ship Southern Chief, Higgins, Liverpool; bark John L Dimmock (Br), Lincoln, Havre.

Satied—Ship Aracana (Br), Liverpool.

NORFOLE, March 16—Arrived, schr Alice Bell, Bowman, Mosquito Iniet.

Cleared—Bark Frigate Bird (Nor), Tonnesen, Liverpool; schr Mahel Rose, Allen, Demerara datter sailed).

18th—Sailed, bark Frigate Bird (Nor), Tonnesen, Liverpool.

erpool.

SEW BEDFORD, March 17—Salled, schrs Hastings,
Chase, New York; S S Smith, Suow, Wareham.

18th—Returned, schrs Hastings, and Louisa Francia. 18th—Returned, schrs Hastings, and Louisa Francia, which sailed littl.
NEW PORT. March 16, PM—Arrived, schrs Golden Ragie, Kelly, New Bedtord for New York; Sunny Shower, Ward, Providence for do. anticd—schrs Helen M Condon, McCarthy, New York for Boston, Samuel L Crocker, Thrasher, Somerest for New York, Win R. Pare, Hillyard, Rasthort for do: Fla. New York; Wm R Page, Hilvard, Eastport for do; Flavella, Paine, Provincetown for do.
18th-Arrived, briz Mary E Pennell, Porto Rico for New London; schr Francis Carter, do for Norwich.
NEW LONDON, March 17-Arrived, Schra A Tirreil,
Boston for Montville; Roena Arabel, Virginia for Nor PORT ROYAL, SC. March 18-Arrived, sohr Sue W ownsend, Townsend, Baltimore, Cleared—Schr John N Parker, Moore, Richmond, Va. PHILADELPHIA, March 17—Cleared, scnr Mand PHILADELPHIA, March 17-Cleared, senr Maud CBr), Welch, Matanzas.
Bith-Arrived, steamer Florida. Crocker, Providence.
Cleared-Steamers Berks, Pendleton, Portlant: Per kiomen, Pierce, New York: sehrs Frank Atkins, Atkins St. Jazo; Anna Hell Hyer, Betts, Newcastle, Del, to load for an Eastern port. St Jago; Anna Hell Hyer, Betts, Ascassic, pt, 10 line for an Eastern port. Also cleared, steamer Hunter, Sherman, Providence bark Wnite Hall (Br., Caldwell, Sagua; schr Joseph Baymore, Burgle, Soston, Salied—Steamers Illinois, Hunter, Berks, and Perkio

Salled—Steamers Illinois, Hunter, Bergs, and Perkinmen.

Newcastle, Del, March 18—Passed down, steamer Vindeator, for New York: brigs Dawn (Br), Eldinore and orders: "portsman, for Havana.

Noon—Passed down—Steamer Honter, for Providence; schr J Ricardo Jova, for Cleatuagos.

PM—Passed down, brigs Agenora, for Matanzas; Geo B Dale, for Havana: Schis Maria C, for Matanzas; Harold for Havana: Agnes R Bacon, for Cardenas.

Lawge, Del, March 18—arrived vesterday, bargs Harmonie (Nort, from Bordeaux: Alrifal (Sw., from Geft via Maimo both for Philadelphia).

Went to sea, brigs Alice Lea and Annie Batchelder.
Schr Pfe R Scammell, from Havana, remains.

PM—Arrived, schr Sadle, Whleut, Matanzas.
Schr P E Scammel goes to Philadelphia.

Brig Sammel Weich and others reported this morning remain.

remain.
Neather Illinois, for Liverpool, went to see at 6 P. M.
PORTLAND, March 16—Arrived, schr Clara W Elweit
Long, St George, to load for Havan Cleared—Schr Hamble Westbrook, Littlejohn, New Tork.

15th—Arrived, steamer Eleanora, Johnson, New York (and cleared to return); sobr Alex Barding, Hollrida bagua.

Cleared—Bark Lewis T Stocker, Tyler, Cardenas schrs Jennie E Diverty, Baltimore; Nellie Scott, St John MB. NB.
PORTSMOUTH, March 17—Sailed, schr TJ Trafton.
Hovt Baitimore.
PROVIDENCE, March 17—Arrived, briz Happy Baturn (Br), Campbell, Cape Haytien; schrs White Wing,
Robbins, and Lizzie W Hannum, Coop, Virginia.
Sailed—Steamers Blackstone, Hallett, Baltimore via
Norlok; Florida, Grocker, Philadelphia; schrs Carrip
D Allen, Newcomb, Baracoa; Walter Palmer, Cale, Ba'
timore; Aligator, Hodgenia, New York.
BICHMOND, March 16—Arrived, schrs Breoze, Cran
mer, and Jas Jones, Arey, New York.
SAN FIANCISCO, March 15—Sailed, ablps Occiden
tal, Osilao: Haspergadera (Br). Liverpool.
17th—Cleared, ship Hooziy 18th, Saiders, Queenstown.
SAVANNAH, March 13—Cleared, ship Sawley Chiu
dow (Br), Boses, Narva (not as telegraphed).
18th—Sailed, schr Ada G (not 1da) Shortiand, Doans
New York.
18th—Arrived, steamer San Saivador, Nickorson, New
York.
18th—Arrived, steamer San Saivador, Nickorson, New
York, San Saivador, Nickorson, New
Yor B. PORTSMOUTH, March 17-Sailed, schr TJ Trafton Gleared Barks Eyr (Nor), Lammers, Liverpool Taisman (Br), Saker, Darjen; sohrs E A Mayes, Smith Go: Garre A Jontley, General Mayer, Go. SALOM, March 17—Salied, sohr Romeo (Irvin Bath). Richmond, Va. March 15—Salied, sohr Romeo (Irvin Bath). SoMnKBhT. March 15—Salied, sohrs Naiad Queen. Smith. New York: Sylvester Hale, Coleman, do. WILMINGTON, NO. March 18—Arrived, steamer Regulator, Jones, New York.

MISCELLANEOUS.

A. E." HYATT'S DOUBLE STRENOTH LIFE A. BALSAM has stood a 27 years' public test, and by its 20,000 great curse of Themsentism scrouls, her raiging old dicars, comiss well as diseases arising from input. The company of the company o

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A BSOLUTE DIVORCES OBTAINED PROM COURTS of different States, No publicity. No fees in advance, Notary and commissioner of beeds for every State PREDERICE I. KING. Counsellor-at-law, 302 Broadway COUGH NO MORE. - USE DR. TORIAS PULMONIC LIFE SYRUP. If not the bost in the world no pay, sold by the druggists. Depot to Para place.

NERVOUR DEBILITY -IMPORTANT TO INVA interpretations received on by indiscretions received or overwork of the brain and nervous system windher than 3 Product Filet, series for ever all years with better t success, is a roomet, radical and permanent care. School filet all the present of the p